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THE HONGKONG DISPENSARY.

Hongkong, 2nd April, 1908

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The Daily Press.

HONGKONG, APRIL 7TH, 1908

The piece-goods trade at Shanghai is said to be in a "ruinous" condition, and we notice an attempt at explanation which, while it may or may not be capable of close comparison with Hongkong conditions, certainly throws an interesting light on Chinese ideas of business. It would seem that the more "gamble" there is in trade, the better some Chinese like it. Also it would seem that, for a consideration, initiated Chinese who are well-off are quite willing to let in Chinese who are not well-off. These notions do the "over buying" that spoils the market. They are described as "penniless shroffs, apprentices and hangers-on of the older dealers, men with little or no experience of the up-country requirements, and absolutely without capital." It is asserted that it is and has been the custom for brokers or other Chinese who wish to start in the piece-goods trade to pay a "cumshaw" to the shroff of one of the foreign hongs, and for the shroff thereupon to introduce the man as a "dealer," "good for so much credit." Thus the new-made "dealer" establishes relations with as many hongs as he thinks necessary to cover his idea of the amount to which his enterprise leads him to commit himself. Soon to his orders is shipped "a magnificent variety of cargo," which he has not sold, and certainly cannot pay for till he does. "Consequently he can never really expect entirely to clear any one lot of cargo advantageously because it is hardly likely he can offer his cargo on any better terms than the older dealers with proper connections." He

has to undersell these latter, and he can do so only by paying short on taking delivery. Thus he clears perhaps three quarters of any one shipment, and the remaining quarter he leaves to cover the shortage on his bill. His own manipulation of the market has made the cover insufficient, and so it goes on, from bad to worse. A few such men, introduced to only a few hongs, can evidently do much harm to the legitimate market. It is asserted that even the more powerful hongs have permitted such innovations, and the suggestion now is that all the reputable hongs should lay their heads together and institute a more careful scrutiny of dealers coming forward as clients. It would not be difficult to find out if the candidate had been a buyer before, and if so, how he had taken delivery and met his liabilities. The desirability of a meeting of those interested is suggested, and we shall watch with great interest for its outcome.

The English Mail of the 7th March was delivered in London on the 4th inst.

Yesterday's mail via Siberia brought London advices dated up to March 12th, 24 days old only.

Sir Gowsaji Jehangir, a Parsee merchant, has given four lakhs of rupees for the promotion of science teaching in Bombay.

A richa coolie was charged before Mr. Wood at the Magistracy yesterday with refusing to accept hire at Causeway Bay. His defence was that he was waiting for another fare. A fine of \$5 was imposed.

Plague, though still infrequent compared to former averages, has begun to rear its head in competition with the smallpox. Five cases noticed yesterday bring the total to 37. Last week 28 cases of smallpox were notified, and it is feared that many escape notice.

An amah in the service of a wealthy Chinese lady residing at 6 Seymour Terrace was convicted yesterday by Mr. J. R. Wood at the Magistracy of stealing a hair press mounted with pearls, valued at \$800, the property of her mistress. She was sentenced to three months' hard labour and ordered to be banished.

Telegrams from Peking report that the three persons who have been arrested on the charge of selling State secrets to certain of the foreign Legations in Peking have been found guilty. It is reported that Kao has been ordered to be exiled to the New Dominion (Chinese Turkestan) to work, and that T'ao and Ku have both been sentenced to ten years' penal servitude.

Mr. A. Chester Beatty has been appointed engineer-in-chief of the Guggenheim Exploration Company in place of Mr. John Hay Hammond, who figured so prominently in the Diamond raid, and has just resigned on account of ill-health. Mr. Hammond was the highest-salaried man in the world, and is said to have received £100,000 per annum. Mr. Beatty was his chief assistant.

According to the *Neue Gesellschaftliche Correspondenz*, a court of honour will be constituted to decide whether the remarks made by Count Kuno Moltke to his wife, and repeated at the Hadden trials, were consistent with the character of a German officer, and also whether it was permissible for him and his friends to allude to the Emperor in their correspondence as "Lieberherr." The court will not sit till a decision has been given on Herr Hadden's application for revision, which is still pending.

Two blue-jackets from H.M.S. "Pam," who had been having a lively time in Wanchai on Sunday night, made their appearance yesterday before Mr. Hazeland at the Magistracy on a charge of disorderly behaviour. The defendants had taken possession of a richa. One seated himself in it and the other got between the shafts and pulled his comrade up and down the street. They told the Magistrate they were willing to pay the coolie 20 cents for the use of the richa and they were dismissed with a caution. The second defendant however was further charged with doing damage in a police cell and was fined \$3.

The Canadian Pacific Mail Service was the subject of a question asked in Parliament. Mr. Buxton said:—The gross revenue collected by the British Post Office on the letter and parcel mails despatched from this country by the Canadian Pacific service for the year 1907 is estimated at £35,500. To this should be added a sum of about £3,000 received for the conveyance of foreign and colonial mails. The annual subsidy payable to the Canadian Pacific Railway Company is £26,000, of which £15,000 is contributed by Canada and £45,000 by the British Government. The subsidy, of course, does not cover the cost of dealing with the mails in this country.

Japan seems by no means to have abandoned belief in the virtue of maritime subventions. According to the British Commercial Attaché at Yokohama, the subsidies to shipping and shipbuilding contemplated in the Budget for 1908-9 compared as follows with those for the preceding year:

	1907-8	1908-9
Navigation subsidies—General	£157,004	£355,554
For specified services	708,720	65,161
For extra service	81,513	45,935
Shipbuilding subsidy	294,237	£1,262,450

An invoice of over £300,000 in a single year suggests that the Japanese will offer more strenuous competition than ever to Western shipping.

At the meeting of the Sanitary Board yesterday the Hon. Mr. Irvine who is acting as Registrar-General took his seat at the Board, and Mr. C. M. M. Messer was introduced to members as the new secretary.

H.E. Chang Jen-chün, Viceroy at Canton, has three sons in his resignation. Prince Ching has, therefore, recommended H.E. Chang Chih-tung (who was formerly Viceroy of the Liangnan provinces to the Throne as being the most suitable man for the Viceroyalty, but Chang Chih-tung has refused the post on the ground that his age is too advanced for such an important and difficult position.

In St. Giles' Church, Edinburgh, last month a memorial of the officers and men of the Royal Scots Fusiliers who fell in South Africa was unveiled. The flag used to veil the memorial was the one which flew at Pretoria at the outbreak of the first Boer war. At the unveiling it was buried with the word "Remembrance" on the tombstone, and it was accompanied by General Gildes. Mrs. Gildes presented the flag to the regiment on condition that it was again raised in South Africa, and this was done after the capture of Pretoria during the last war.

Mrs. David Gallagher, known throughout the States as the "canned tomato bride," is now suing her rich husband, of Tuckerton, New Jersey, for a divorce. Three summers ago Miss Jane Early was a pauper in a local cannery. One day she penned a love-note on a label. It was well spelled, and almost a literary composition voicing the loftiest emotions of the heart. Mr. Gallagher, a wealthy bachelor, came across the note (says the "Telegraph"). He replied, and Miss Jane Early became his bride. Now she has repeated, and seeks a separation.

THE HILLSIDE MURDER.

In December 1906 three men were found murdered on the hillside above Shatin but not until now have the police been able to effect any arrest in connection with the affair. On Saturday four men were apprehended and were brought before Mr. Hazeland at the Magistracy yesterday. Mr. Bowley, Crown Solicitor, appeared to prosecute, and Mr. Otto Kong Sing defended. Three defendants were indicted separately. They were, Wong Chiu Kwai, a farmer, the Mah Fat, schoolmaster, and Wong Sam Ho, hawker, and they were accused of having conspired about the 2nd December 1906, at Kan Yashan, New Territory, feloniously, wilfully and of their malice aforethought killed and murdered Wong Sam San, Wong Ting Fat, and Lok Sang. They pleaded not guilty and were remanded. The fourth defendant, charged separately, also pleaded not guilty and was remanded.

ANNOYING THE NEIGHBOURS.

The summons against the occupant of 23 Lyndhurst Terrace for disturbing the tranquility of the neighbourhood was down for hearing yesterday before Mr. Hazeland. Mr. P. W. Goldring appeared for the defendant.

His Worship—You wish to raise several points?

Mr. Goldring—Yes.
His Worship—I think this is rather important, as these cases are constantly cropping up, and I think it is only right that the police should have an opportunity, if they are so advised, of asking the Crown Solicitor to conduct the case. I would suggest that the case be adjourned till Tuesday week at 4 that you notify the Captain Superintendent of Police to whom you should submit the technical points you wish to raise.

Mr. Goldring agreed to this course, and the case was adjourned till next Tuesday.

A BOMB.

ATTEMPTED OUTRAGE AT BARCELONA.
At four o'clock on the morning of March 11th a loud explosion was heard all over the town, which everybody believed was the report of a gun from one of the warships in the port, and therefore little importance was attached to it.

Inquiry showed, however, that a bomb had been placed under the pavilion erected on the landing-stage where King Alfonso was to have taken his launch when going to visit the Austrian squadron.

The police maintain the strictest silence about the matter.
The bomb, which was loaded with a powerful explosive, and filled with pieces of iron, broke into shrapnel, which it was placed. Had a crowd of people been on the spot when the bomb exploded, undoubted many lives would have been lost.

RAW COTTON SUPPLY.

There is this week (March 11th) some anxiety in Lancashire as to the prospective supply of raw cotton this season, for it would appear that it is pretty plain that the American yield will be considerably smaller than that of last year. The yield in 1906-7 was, in round numbers, close upon 13,500,000 bales, and the estimate for this year is 11,750,000 bales. This is serious for the requirements of the world. The Egyptian yield of long-stapled cotton will be only 6,750,000 bales against 7,000,000 last year. Figures relating to the East Indian crop are not available, but the best authorities in Bombay say there will be a large falling off. Great Britain will need a full supply to meet the new apicalities, but in the States, owing to the depression in tradethere, the mills of Fall River are working short. Altogether, it looks like a shortage, and but for the Lancashire bad trade just now prices would probably rise to a higher level.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Belgravia* left Shanghai on 5th inst. p.m. and may be expected here tomorrow.
The German str. *Berno* left Sandakan on the 4th inst. p.m. and may be expected here on or about the 10th inst. a.m.
The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 4th inst. and is expected here on 11th inst.
The N.Y.K. str. *Tamba Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 4th inst., and is expected here on 13th inst.

TELEGRAMS.

(N.C. Daily News Service)

THE FAKUMEN RAILWAY.

TOKYO, March 29.
It is reported from Peking that the diplomatists in the Capital have declined to entertain the resolution of the Newchwang Chamber of Commerce declaring that Japan's opposition to the Fakumen railway is in defiance of the principle of equal opportunities in Manchuria.
The Yokohama Specie Bank and the Mitsui Bank have withdrawn from the Newchwang Chamber of Commerce owing to this resolution.

MUSICAL "AT HOME" AT
GOVERNMENT HOUSE.

The third of the series of musical At Homes given at Government House last evening was, as usual, well attended and greatly enjoyed. The programme embraced works by Schubert and Brahms and Mr. Douglas Fuller prefaced the Concert with an interesting biographical sketch of each composer. Following was the programme:—

Trio "Liebesgarten" (Mrs. Murray, Mr. Koenig, Mr. Douglas Fuller)
Song "Erl Koenig" (Rev. Mr. Longridge, Mrs. Cochrane)
Scherzo (For two Pianos) (Mrs. Cochrane, Mr. Douglas Fuller)
Song "Lilany" (Rev. J. Batty)
Part Song "Who is Sylvia" (Mrs. Cochrane, Mr. Douglas Fuller)
Two Hungarian Dances (For two Pianos) (Mrs. Cochrane, Mr. Douglas Fuller)
Songs (a) (Baroness von Hatten)
Song "Von Ewigem Liebe" (Mr. F. Austin)
Part Song "Serenade" (Mr. Douglas Fuller)
Sir John Jordan, H.B.M.'s Minister to Peking, was among those present.

KING MANUEL'S GIFT TO LONDON.

Sir Clements Markham, ex-president of the London Geographical Society, who is now temporarily residing in London for the benefit of his health, expressed a desire through the British Minister, Sir Francis Villiers, to examine the fine collection of oceanographic records and paintings belonging to the late King Carlos. King Manuel, desirous of manifesting his esteem for the British nation, offered to present to the London Geographical Society the whole collection. The offer has been accepted on behalf of the society.

MARINE INSURANCE.

London, March 11.
Telegrams from Hamburg describe a serious collision between the Hamburg-America steamer *Sachsenwald* and the British steamer *Cresswell*. The *Cresswell*, bound to Hamburg from New York with grain, was sunk, and the aftermath is full of woe. The collision occurred at the mouth of the Stoor, near Gluckstadt; the *Cresswell* is lying out of the fairway. This vessel, of 3,112 tons, built in 1906, is owned by Jones and Prosser, and valued at £23,000. The *Sachsenwald*, of 3,559 tons, was built in 1904.

The Osaka Company's steamer *Fusan Maru* went ashore yesterday on the Passadouro. She is 2,502 tons, built in 1883, and valued at £12,500. A salvage contract in the case of the same owners' steamer *Keljo Maru* has been arranged on the basis of "no cure no pay."

The Marine Underwriters' Association of London has issued a circular dealing with the alleged practice of issuing clean bills of lading in goods which are damaged or show signs of leakage, shortage, or robbery. It is stated that the bills of lading are issued under an indemnity from the shippers of the goods, and that the consignees proceed against the underwriters for damage or shortage which occurred before the risk insured against began. The circular goes on to state that the marine insurance companies in Geneva do not intend to submit any longer to the consequences of these alleged abuses, which are punishable under Civil and Penal Codes—and they invite all captains and owners to co-operate with them in stopping the abuses; if necessary, all legal steps will be taken by the marine underwriters to protect their interests.—Times.

London, March 10th.
A collision is reported from Calcutta between the British steamers *Loch Tay* and *Lightning*, both under charter, by which the *Loch Tay* was badly damaged at the water line. The *Loch Tay*, of 3,275 tons, built in 1893, and owned by A. Leitch, is valued at £40,000; the *Lightning*, owned by Apsar and Co., was only slightly damaged. She is 3,311 tons, built in 1891, and valued at £21,000.

THE NEW CUNARDERS.

From statements made in the House of Commons it seems that the Admiralty is not yet certain that the speeds achieved by the Lusitania and the Mauretania outside the Cunard Company to the full amount of the agreed subsidy. The subvention, it will be remembered, may be partly or wholly earned, according to the vessels' achievements. There are those who assert that the new Cunarders are fine-weather ships, and that we must wait until the summer to see what they really can do. It is, perhaps, not without significance that both vessels have recently been dry-docked in Liverpool, for alterations, which aimed not only at a reduction of vibration, but at such readjustment of the propellers in relation to the turbines as experience seemed to dictate. It is quite possible, therefore, that the new Cunarders will have surprises in store this summer in the way of speed. In the meantime, they have certainly been doing little to boast about. Leaving Liverpool on Jan. 26 for New York, the *Lusitania* averaged speed from Dundee to New York of 23.04 knots. On her return voyage the average speed between the same points was 23.04 knots. The newest of the Norddeutscher-Lloyd express boats, the *Kronprinzessin Cecilie*, began a voyage from Cherbourg on February 5 eleven days later, and her average speed to Sandy Hook lightship was 23.04 knots, while on the return trip it was 23.35 knots. This gives an average for the whole voyage of 23.17, as compared with the *Cunarder's* 23.17, a comparison of this kind it has always to be remembered that identical weather conditions are problematical. All the same, they give some ground for inference.

BUILDING AND SANITARY LAWS.

A report on the Public Health and Building Ordinances 1903 now before Government has been made by Messrs. Leigh and Orange and Palmer and Turner. Addressing Mr. A. Shenton Hooper, as Chairman of the European Landowners, they say:—

We have carefully studied the proposed Public Health and Building Amendment Ordinance, 1908, and have the honour to hand you herewith a copy of the Ordinance and its objects and reasons interlarded with our remarks.

We have indicated the clauses in the Bill which we consider invite criticism, and have endeavoured to show clearly the effect the alterations will have upon the interests of the property owners and ratepayers.

We must call attention to our previous report upon the draft for the bill now being amended, viz., No. 1 of 1903. We then protested against the power intended to be placed in the hands of one man, the Sanitary Commissioner, and after discussion the view was then vested in the "Board," this Bill again proposes to do it, but instead of the Sanitary Commissioner introducing the "head of the Sanitary Department," (a Cadei) who shall be responsible for the administration of the Sanitary Department. One man! Such parts of the power as are taken from the "Board" altogether, are vested in the Building Authority, one man again!

Section 175 is dealt with, and the words "by the owner" remain. Their effect after nearly five years of costly experience is well known and an excellent opportunity arises for their deletion.

Section 176 retains the provision for setting back from any slope or declivity, "one-fourth the height of the building," instead of one declivity which is obviously the correct wording.

Our objections as to the effect of the abolition of cubicles in driving thousands out of the Colony, and affecting the cost of labour have proved to be lamentably correct.

We again protest against the injustice of legislation which is entirely aimed at the person most easily punished, viz., the landlord; in nearly all cases of nuisance the tenant is the transgressor, but because he is difficult to catch and prosecute, he goes free, while the landlord is forced to employ expert assistance, and is put to expense and annoyance.

We call attention to the serious drop in the value of property since the passing of Ordinance No. 1 of 1903. This is not entirely due to over speculation, and trade depression, as some aver, but it is largely accounted for by the reduction in the earning power of the buildings as now required.

Houses cost more and accommodate fewer persons, and consequently command less rent.

The Revenue from premium on Lands leased by the Crown has fallen heavily, the confidence of the Chinese in the Government has been shaken, and they now hesitate to invest money in real estate in the Colony.

In conclusion we suggest that an interview at which we could meet the Honourable Colonial Secretary, and the Honourable Director of Public Works, and discuss the technical points raised in this report, would possibly result in most of our proposals being adopted before the Bill is read a second time.

LEIGH AND ORANGE,
PALMER AND TURNER.
Hongkong, 31st March, 1908.

RUSSIA JAPAN'S FRIEND.

M. JOVSKY'S APPEAL FOR CLOSER RELATIONS.

St. Petersburg, March 11.
For the first time to-day Russia's foreign policy was publicly announced and discussed, when M. Jovskiy, the Foreign Minister, made an important speech in the Duma, urging that the relations between Russia and Japan be strengthened.

The inspiration for this speech was the Bill for transforming the Russian Legation at Tokyo into an Embassy, and giving the new Ambassador a salary of £26,000 a year. This Bill had passed by the Duma after M. Jovskiy had appealed to the Duma to support the Government in its policy of helping to maintain the peace of the world.

"Our relations with Japan must be strengthened," he said. "The unity of Russia is impaired by the sacrifices made at Portsmouth, and there is nothing to prevent our stretching out the hand of friendship to Japan. I am convinced that the same friendliness and desire for better relations is felt in that country."

Russia remains Russia, uninvited, and unbroken in spirit, and desires solely of securing peace in order to give an opportunity for development along the lines of civilisation and culture."

CONVICT LABOUR IN GERMAN COLONIES.

The German Government declined to consider the proposal to transport German convicts to the South Sea Islands, where they might be employed in the usual labour for the public benefit, but it has established experimentally a penal station for the New Guinea Protectorate. This is situated on the east coast of the island of Salap, in the Marianne group, where there is an excellent harbour, which promises to become of considerable importance for the colony. Native convicts, including those from the Yap and Palau Islands, have for some time past been at work constructing roads and preparing the ground for a future settlement on the harbour, and the experiment is already described as being in all respects successful. Such steady work is a far greater punishment to the natives than detention in prison, and moreover, instead of incurring expense by keeping delinquents idle inside prisons, the Government reaps the benefit of the useful work they do. Such employment is also stated to improve the natives, physically, economically, and morally.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Cream Charman, Last Charman and Special Skin Tonic and Powder Charman will enable you to do it. Har Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

HONGKONG SANITARY BOARD.

THE AMENDING ORDINANCE.
A special meeting of the Sanitary Board was held yesterday, at the Board Room. The Hon. Dr. J. M. Atkinson (president), presided, and there were also present Hon. Mr. W. Chalmers (vice-president), Captain Lyons, Dr. Macfarlane, Hon. Mr. Irvine, Mr. A. Shenton Hooper, Mr. Fung Wai Chiu, Mr. H. Humphreys, Mr. H. W. Glad, Mr. Lau Chai-pak, and Dr. W. W. Pearce (Medical Officer of Health), and Mr. Messer (Secretary).

The President said:—The business before the meeting this afternoon is the discussion of a minute on the Bill amending the Public Health and Building Ordinances. During the morning I received from one of the unofficial members of the Board a report from two of the local firms of architects which I understand includes the greater part of the criticisms of the unofficial members of the Board. In the concluding paragraph of this letter, from the architects they state:—"We would suggest an interview at which we could meet the Honourable Colonial Secretary and Director of Public Works to discuss the technical points raised in this bill, and it might possibly result in most of our proposals being adopted before the bill is read a second time." I believe it is the wish of the unofficial members not to consider this bill until after such an interview has been held. With reference to Mr. Lau Chai-pak's minute on the bill it will be necessary for the Board to have an expert Medical Officer as one of its members. The Minister of Health is specially laid down in the standing orders and they are practically the same as those drawn up by the Local Government Board at home. I very much doubt if there is any difference from those drawn up for the guidance of the Medical Officer of Health at Shanghai. These can be obtained, only it must be remembered that at Shanghai the same officer practically combines the two positions of Medical Officer of Health and bacteriologist. With reference to the business, all matters that are strictly not of a routine nature are submitted to the Board. I have been president since 1897 and have submitted all matters to the Board in the same way as was done before the passing of the Ordinance 23 of 1903. Indeed the order of business is distinctly laid down in the Standing Orders. With regard to the letter from the Government forwarding a copy of the Hansard speech made by His Excellency on the amending bill I understand this was sent for the information of members of the board as a correct copy of what he said and it was not intended that there should be any discussion of the speech by members of the Board before it had been debated in the Legislative Council. If any member wishes to speak on this speech I do not intend to rule him out of order but would leave it to the sense of members, whether it would not be better to postpone any criticism until after the speech has been considered in the Legislative Council.

MR. HUMPHREYS.—Do I understand that this meeting is to be postponed? I mean to say if we are not to speak about anything I suppose the only other thing is to adjourn the meeting.

The President.—Am I correct in saying that this report practically incorporates the greater part of the criticisms of unofficial members and it is not the wish of unofficial members to consider the bill until after their suggestion has been carried out?

MR. HOOPER.—With regard to the allusion that you have made to this report I think it would be well to state exactly how this report comes into your hands. After the Bill was presented to the Legislative Council and read a first time the European landowners met and adopted a course similar to what they did in 1902 when the principal Ordinance was brought before the Legislative Council, and employed local architects to criticise the technical details of the bill. In this case they employed Messrs. Leigh and Orange and Messrs. Palmer and Turner and those gentlemen made their report to the landowners' committee which met on Saturday. I presided over that meeting and was requested to send a copy of the Government and a copy to the Sanitary Board. That is how it got to the Sanitary Board.

I have supplied each of the members of the Legislative Council and of the Sanitary Board with a copy. With regard to the covering letter from the architects and more particularly with regard to the last clause I pointed out that for convenience I sent up the report at once but it must not be taken to include all the amendments we might consider necessary. I have had no acknowledgment of that yet. Of course it was sent rather late on Saturday afternoon. I do not know what the Government will do with the architects' suggestion as to the interview, but if the Government acquiesce in that then the discussion on the technical points of the bill may well stand over. Coming back to the other part of your speech, that the Governor's speech was not intended for criticism, I would in no way wish to harass or embarrass the Government by criticising any remarks made by His Excellency unless I think these remarks may have a bearing on the consideration of certain questions, and bearing that in mind, and also in justification of the criticism which I performed certainly in the manner in which His Excellency states has been exceeded. I feel that in justice—recognised by every Englishman—that His Excellency would allow any member of the Commission on behalf of the Commission to justify its actions if they were able to produce good evidence and show that His Excellency had been inadvertently misinformed. With that object in view it would be necessary for me in justifying ourselves to refer to certain documents which were of a confidential nature. I have the authority and permission of His Excellency the Governor to do so, whatever His Excellency or communications I may think proper provide it is not to the disadvantage of the public interest of the Colony. I certainly think it will be necessary for me to correct one or two statements in that and I purpose to address my remarks now to one or two of them. If the Board as a Board think such a course is improper then I am willing not to proceed but unless the Board as a Board think so I think it is fair that we should endeavour to justify ourselves from one or two assertions cast upon us.

The Vice-President.—Personally, I am only one member of the Board but I think it would be somewhat improper to introduce these points in the discussion of this Bill. The copy of the speech made by His Excellency was sent to us in order that members might have an accurate report of what His Excellency said on that occasion as there were various mistakes in the reports which appeared in the ordinary daily papers. I think it would be somewhat out of place for the members of the Board at this time to discuss His Excellency's speech.

MR. HOOPER.—I do not leave it to any individual member of the Board and I would therefore ask you to take a vote as to the wishes of the Board. In the event of the vote going against us we should have to adopt other means for our justification, for not only has it been sent to this Board but it has been published.

The President.—I think it is fair to say that the Board as a Board think that the Governor's speech was not intended for criticism, I would in no way wish to harass or embarrass the Government by criticising any remarks made by His Excellency unless I think these remarks may have a bearing on the consideration of certain questions, and bearing that in mind, and also in justification of the criticism which I performed certainly in the manner in which His Excellency states has been exceeded. I feel that in justice—recognised by every Englishman—that His Excellency would allow any member of the Commission on behalf of the Commission to justify its actions if they were able to produce good evidence and show that His Excellency had been inadvertently misinformed. With that object in view it would be necessary for me in justifying ourselves to refer to certain documents which were of a confidential nature. I have the authority and permission of His Excellency the Governor to do so, whatever His Excellency or communications I may think proper provide it is not to the disadvantage of the public interest of the Colony. I certainly think it will be necessary for me to correct one or two statements in that and I purpose to address my remarks now to one or two of them. If the Board as a Board think such a course is improper then I am willing not to proceed but unless the Board as a Board think so I think it is fair that we should endeavour to justify ourselves from one or two assertions cast upon us.

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NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matter to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

WANTED.

TO RENT (or Lease) BAR in Town, by Married Couple. Highest references given.

Apply—
L. M.
Hongkong, 7th April, 1908. 673

WANTED POSITION.

A LADY'S COMPANION or GOVERNESS. Speaks English and German.

Apply to—
C. G.
Hongkong, 7th April, 1908. 674

WANTED.

BY Married Couple no Children, TWO FURNISHED ROOMS, with use of Kitchen.

Apply—
X. I. L.
Care of "Daily Press" Office.
Hongkong, 7th April, 1908. 675

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND FOCHOW.

THE Company's Steamship

"HAI MUN,"
Captain A. J. Robson, will be despatched for the above Ports on THURSDAY the 9th inst. at Noon.

For Freight or Passage, apply to
DOUGLAS, LARRAIK & Co.,
General Managers,
Hongkong, 7th April, 1908. 676

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHEIFF,"
Captain will be despatched for the above Ports on SATURDAY the 2nd May, at 5 P.M.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions,
Hongkong, 7th April, 1908. 677

"MOGUE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GBAZEE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents,
Hongkong, 6th April, 1908. 672

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LAVANZO,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 18th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
CAKLOWITZ & Co.,
Agents,
Hongkong, 6th April, 1908. 4

CHINA MERCHANTS S. N. COMPANY.

THE Twin Screw Steamship

KIANG TUNG,
Captain H. W. CHANDLER.

CANTON-MACAO LINE.

FARE:
First-Class Cabin \$6 (Dinner included).
Departure from CANTON to MACAO, EVERY MONDAY, WEDNESDAY and SATURDAY, at 5.30 P.M.

Departure from MACAO to CANTON, EVERY TUESDAY, FRIDAY and SUNDAY, at 9.0 P.M.

Ship will stop in MACAO on every THURSDAY.

All Saloon Berths should be applied for from the Captain.

Hongkong, 6th April, 1908. 669

INTIMATIONS

AGENT.

STYNGTON & CO., Cork Manufacturers and Exporters, 5, George Street, Tower Hill, London, England require an Energetic Man to represent them and secure Indent Orders for COBBS, from Brewers, Bottlers, Wine Merchants, and Chemists. Indisputable value. Liberal commission to a capable man, 50% References and Particulars exchanged.

GOVERNMENT NOTICE.

SHROFF WANTED, to reside at Tai Po.

QUALIFICATIONS:—Correct knowledge of English, and quickness and accuracy at figures.

CONDITIONS:—Salary \$480 to \$600 (by \$60 annually).
Security:—\$1,000.
Applications to be sent to the Colonial Treasurer on or before the 11th April, 1908. Hongkong, 30th March, 1908. 638

NOTICE.

AT the request of our Lady Customers, we will hold a

GENUINE CHEAP SALE

at Bookbottom Price, for Cash for Three Weeks only from 1st April, 1908.

HOOF-AIN-ALI & CO.,
25, Queen's Road Central,
Luther Hongkong Hotel.
Hongkong, 1st April, 1908. 651

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS
in Bags, Packets, Sets, &c. &c.

AND
All other Philatelic Goods

CALL AT—
GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1908. 645

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 39 & 41, Loo Loon Street, (2nd Street, west of Central Market) Telephone No. 515. 669

NOTICE IS HEREBY GIVEN that **MORRIS JOHN CONNELL** of Seattle, Washington in the United States of America has on the 13th day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following

TRADE MARK viz:—
The words "MORNING GLORY" printed across a representation of the Japanese "RISING SUN" with the words "HARRINGTON MILLING COMPANY" on the top thereof and the words "MORNING GLORY" at the foot thereof.

In the name of **MORRIS JOHN CONNELL** of Seattle, aforesaid, who claims to be the Sole Proprietor thereof.

The Trade Mark has been used by the applicant since 1900 in respect of the following Goods, viz:—

FLOUR in Class 42.
A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-registered.

Dated the 6th day of February, 1908.
GOLDING FARLOW & MOORELL,
Solicitors for the Applicant,
10, Queen's Road Central,
Hongkong.

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NOTICES OF FIRMS

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE
Hongkong, 31st March, 1908. 635

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Asso. M. Inst. C. E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil-Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE
Hongkong, 31st March, 1908. 636

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our Firm in Hongkong and China CEASED on 31st March, 1908.

MR. JOHN WHYTE COOPER BONNAR was admitted a PARTNER in our Firm in Hongkong and China on This Date.

MR. CHARLES GORDON STEWART MACKIE is authorised to SIGN our Firm For Reformation in Hongkong and China from This Date.

GIBB, LIVINGSTON & Co.,
Hongkong, 1st April, 1908. 649

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 27th March, 1908. 618

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 P.M. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 27th March, 1908. 614

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE Certificate No. 582 for Thirty Shares, numbered 23541 to 23570, standing in the Register in the name of SIM KING HO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company or before the 31st May, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.
Hongkong, 30th March, 1908. 627

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by Public Auction,

TO-MORROW (WEDNESDAY) the 8th April, 1908, at 11 A.M. at No. 4, Observatory Villas, Kowloon,
SUNDAY VALUABLE HOUSEHOLD FURNITURE,

also
One COTTAGE PIANO.
(Particulars from Catalogue).
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 6th April, 1908. 667

PUBLIC AUCTION.

THE Undersigned have received instructions from C. H. GRACE, Esq., to sell by Public Auction,

On FRIDAY, the 10th April, 1908, at 2.30 P.M., at The "La Hacienda," 74, The Peak,
SUNDAY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with Bevelled Glass, GLASS and CROCKERY WARE, MARBLE-TOP WASHSTANDS, CHEST OF DRAWERS, TEAKWOOD BUREAU with Bevelled Glass, BRASS-MOUNTED DOUBLE and SINGLE IRON BED, STAIRS with WIRE and LAIR MAT, TUBS, COOKING STOVE and UTENSILS, &c. &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 6th April, 1908. 668

PUBLIC AUCTION.

THE Undersigned have received instructions from E. JONES, Esq., Harbour Office, to sell by Public Auction,

On SATURDAY, the 11th April, 1908, at 2.30 P.M., within his Residence, No. 4, Victoria View, Kowloon,
THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

THREEIN CONTAINED,
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One ROOM with Verandah and Small Room on the Second floor of No. 6, Des Vaux Road Central, above our Office, Suitable for business premises or dwellings.
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GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.
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Hongkong, 24th March, 1908. 602

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Hongkong, 1st April 1908. 26

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EITHER Side of the DOUGLAS WHARF.
Terms on Application to—**DOUGLAS LAPRAIK & CO.,**
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Hongkong, 31st March, 1908. 637

TO LET

GODOWN No. 3 NEW PRAYA, Kennedy Town.
Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st April, 1908. 260

TO LET

NO. 4, BARROW TERRACE, Kowloon, Cheap Rental.
Apply to—**SPANISH PROCURATION.**
Hongkong, 2nd April, 1908. 856

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THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well-ventilated. Very moderate rent. Immediate Possession.
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Hongkong, 28th January, 1907. 270

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HOUSE in KENNEDY ROAD, Healthy Locality.
4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Rents low.
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No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
Apply to—**PERCY SMITH & SETH,**
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 19th March, 1908. 565


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4 and 5-ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
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G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

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PER CASE \$12

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCK AND HAS BEEN SOLD SINCE 1851

SCOTCH WHISKY.
SOLE AGENTS IN
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MARTIN'S APIOL & STEEL PILLS
A French Remedy for all Irritation. Thousands of Ladies keep a box of Martin's Pills in the house, not only for the sake of their regularity of the System, but also as a sure remedy for all ailments of the System. Show who are these recommended pills, from their two main ingredients, APIOL and STEEL, and their name, MARTIN, CHATELAIN, SOUTHAMPTON, ENGLAND.

SANTAL MIDY
These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
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For functional troubles, delay, pain and those irregularities peculiar to the sex.
APIOLINE CHAPOTEAU
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AN EARTHQUAKE-PREDICTING PLANT—A NEW LIGHT HOUSE FOR THE TROPICS.
FOR SPREADSHEET—QUALITY OF CLANKER—ELECTRIC ROPESTRIKE—DRUGS—DOCTORS—SAFETY GASOLINE—CANE—THE CAPTIVE BALLOON SANITARIUM—CANAL TUNNELS.

The abrus plant, which grows wild in Cuba and parts of India, has a reputation in the tropics for sensitiveness to weather changes. This attracted the attention of Baron Novak, an Austrian naturalist, many years ago, and he has continued since then to study the curious properties of the plant. He now contends that its behavior not only forecasts storms and shows fire damp in mines, but also gives reliable warnings of the approach of earthquakes. In his London garden, a change of color by the plant seems to come before a great earthquake, but the change also seems to follow the appearance of large spots on the sun. If the abrus begins to change color as the spot comes upon the sun, the inference is believed to be justified that a fissure in the earth is about to result. This suggested theory recognizes a connection between sunspots and earthquakes, and, in addition to the new problem, again raises a question that has been much dispute.

The new coast lighting service proposed to the Kiel Naval Society by Corvette Captain Arendahl, a retired German officer, is designed to make unnecessary the present expensive lighthouses. Naval searchlight signals, projected at an angle of 45 degrees, are visible at a distance of 50 nautical miles; and he believes that a cone of light reflected perpendicularly upward could be seen at least 30 nautical miles—much farther than the more powerful horizontal pencil of light from a tower 65 to 100 feet high. The different beacons could be made recognizable by different colors and different forms for the light sheet.

Nervous dyspepsia and chronic gastritis with nausea and vomiting, are troubles now traced to eyestrain and curable by proper eyeglasses.

Cancer is curable without resort to surgery in the view of Dr. Robert Bell, who has been senior physician to the Glasgow Hospital for Women. The theory that cancer is due to a parasite has been abandoned, but surgeons are incorrect in regarding the origin as unknown, the disease being really a local manifestation of general unhealthy conditions, which are brought to a focus at a point where vitality has been reduced by previous injury. Of the twenty-five billion cells of the human body, those at the affected part are aroused to morbid activity and individuality. In fifteen years of surgical practice Dr. Bell has had not a single success with cancer, but he claims to have found the disease amenable to therapeutic and dietetic measures, and to have actually brought about complete recovery by such treatment in many cases. He considers it abundantly proven that the diseased cells can be reclaimed and made to resume their normal functions by promoting health in the blood-stream.

To determine when wire hoisting ropes have depreciated beyond the limits of safety has been a difficulty of mining engineers, and to avoid risk in the absence of exact tests—many ropes have been doubtless discarded while still in fairly good condition. The strength of the ropes is now gauged by a novel use of electric induction. The ropes are passed through a coil of copper wire traversed by an alternating electric current, and the variations of induced current—which exactly correspond to changes in the thickness of the ropes—are recorded on a suitable instrument. Dangerous wear or broken strands cause the indicator to give warning.

The Society for Physical Therapy is a new Vienna organization, which includes medical men who have discarded drugs for modern treatment by strictly physical means, such as hydrotherapy, electricity, radi therapy, orthopaedic exercises and gymnastic exercises.

A new plan for storing gasoline or petrol depends upon the fire-stopping property of wire gauze that gives safety to the Davy mining lamp. A gauze tube is inserted in the opening of the can or tank, extending to the bottom, and the orifice is then sealed by a plug held in place by a fusible solder. If fire occurs near or around the tank, the solder melts and the plug is blown out, when the vapor escaping through the gauze tube burns quietly without explosion. In a test of the method, twelve out of seventeen ordinary cans filled with volatile oil exploded on contact with fire, throwing the burning liquid in every direction, but twelve cans fitted with the safety device failed to explode and the liquid burned quietly and harmlessly. Even open receptacles are made much safer by a covering of wire gauze, which prevents explosive combustion in case the oil is ignited.

The balloon cure for tuberculosis has been recommended by Christian Beck to the Paris Academy of Medicine. The patient would make daily ascents, and would secure the health giving advantage of the altitude of mountain resorts with perfect freedom of the air from bacteria and all mineral and vegetable particles. The patient could be lifted above the depressing fogs so common in the summer mountain resorts of Switzerland. The height of ascent could be adjusted to individual needs, and it is believed that the constant change of air in "aerotherapy" must have very favorable effect.

The great canal projected from the Danube at Vienna to the Adriatic at Trieste—a cost estimated up to \$300,000,000—would have 22 tunnels of a combined length of six miles. Large canal tunnels are not uncommon in Europe, however. A single tunnel on the Martne-Saone canal is nearly three miles long and over 700 square feet in section, and a tunnel on a canal at Cordes is about 1,000 feet long and over 1,100 square feet in section.

JAPANESE MARRIAGE LAW.

MARSHALL V. MARSHALL, OTHERWISE CORFIELD
(Before Mr. Justice Baggave Deane).
This was a petition for a declaration that a marriage contracted in Japan was null and void on the ground that it had not been registered as required by the law of Japan.

Mr. Frampton said that the petitioner, Charles William Marshall, went through a ceremony of marriage with the respondent, Kate Saville Corfield, at St. Andrew's Church, Tokyo, on October 24, 1895, the ceremony being conducted by Dr. A. W. A. the Anglican Bishop of S. Tokyo. The parties lived unhappily together, and on January 2, 1907, the petitioner filed a petition for the dissolution of his marriage on the ground of the respondent's adultery with Charles Clarence St. Clair. That petition came on for hearing on May 6, 1907, and the Court was satisfied that the adultery was proved (vide The Times, May 8, 1907), but adjourned the case for proof of the validity of the Japanese marriage. Inquiries made with this view revealed the fact that the marriage was not registered according to the requirements of the law of Japan, and that before July, 1899, the fiction of extra-territoriality applied, which enabled British subjects to be married according to the rites of their own religion, and that such marriages were recognized by the Japanese Courts. On July 16th, 1894, a treaty contracted between Great Britain and Japan abolished that fiction, and that treaty came into operation on July 16, 1899, and it then became necessary to register such marriages. This necessity was overlooked by every one at the time of this marriage, and although it was celebrated by the Bishop of S. Tokyo at St. Andrew's Church, it was nothing more than a religious ceremony and had no legal effect, as Article 775 of the Japanese Civil Code made it incumbent on the parties themselves and two witnesses to register the marriage at a Japanese Registry in order to make it valid in Japan, and no such registration had in fact taken place. In these circumstances leave was given by the Lordship on July 15, 1907, to amend the petition for the dissolution of the marriage to one for a declaration of nullity. The petitioner's solicitors had been in communication with the incumbent of St. Andrew's Church, Tokyo, who stated that this marriage was the only one solemnized in St. Andrew's Church between October 30, 1898—when the fiction of extra-territoriality obtained—and May 15, 1901, and also with Sir Claude MacDonald, the British Ambassador at Tokyo, who had interested himself in the matter.

Mr. Justice Baggave Deane—I have received a letter from Dr. A. W. A. in which he tells me that there are over 40 marriages affected by this law, and that he has brought the matter before the Government with a view to having a special Act passed. But that will not affect this marriage.

Mr. Joseph Henry Longford, a member of the English Bar, said that he had served 33 years in his Majesty's Consular Service in Japan, and had been Consul and Judge in various Consular Courts in that country. For a marriage to be valid in Japan it was necessary for both parties to attend with two witnesses before a registrar to register the marriage. If that formally was omitted, the marriage was not a valid one under Article 775 of the Japanese Civil Code read as follows: "Marriage takes place when notice of the fact is given to a registrar. Such notice must be given by both parties and by two witnesses who are of age, either verbally or by a document bearing the signature of all." And section 778 provides that "a marriage is regarded as invalid if the parties do not give notice."

Further evidence by declaration before the Acting British Consul-General at Yokohama to the effect that no registration of the marriage had taken place having been given.

Mr. Justice Baggave Deane said that originally the one came before him as a petition for dissolution of marriage, and at the trial a certificate was produced which purported to prove that Dr. A. W. A. had celebrated the marriage; but it had been necessary to adjourn the case for the attendance of an expert witness to prove the foreign law. Before the treaty this marriage would have been a valid one but since July 16, 1899, a new law came into operation which provided that these marriages were only valid if they were followed by registration. Here there was no registration, and the marriage was an invalid one. Therefore the petition for dissolution failed. He had given leave, however, to amend the petition to one for nullity. That petition had been duly served, and no appearance had been entered, and he was satisfied that a decree for nullity must succeed on ground that no legal marriage had taken place. He hoped that there were no children.

Mr. Frampton—No, my Lord, there are none.
Mr. Justice Baggave Deane—With regard to the application for annulling the time between decree nisi and decree absolute, the petitioner's advisers must communicate with the King's Proctor, and if there were no objection, he (the learned Judge) could deal with that matter later on. There would, therefore, be a decree nisi of nullity.
Judgment accordingly.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 6th at 11:35 a.m.—The barometer has fallen rapidly in E. Japan owing to the depression which is moving towards N.E. in the neighbourhood of Hakodati.
Pressure has increased over China, particularly in the N.W.—It is highest over N. China, and still relatively low over S.W. China and Tonking.
Fresh N.E. winds may be expected in the Formosa Channel and fresh S.E. to E. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (*)
Formosa Channel N.E. winds, fresh.
South coast of China between S. Same as No. 1.
Hongkong and Lamook.
South coast of China between S. Same as No. 1.
Hongkong and Hainan.
(*) E. winds, freshening; squally, showery.

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ON TOUR TO EUROPE
FOR 3 NIGHTS ONLY.

Commencing TO-MORROW (WEDNESDAY) the 8th inst. will give a Conjuring Entertainment as performed before Their Majesties the Emperor and Empress of Japan.
Do not fail to see them in their
SPECIAL GREAT WATER ACT
PRICES OF ADMISSION: Dress Circle 5/-, Stalls 2/-, Pits 1/-.
Doors open 8.30. Performance 9 P.M.
Booking at Messrs. MOORE & Co., Chater Road.
Hongkong, 6th April, 1908. 671

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comes only by having a perfect acting liver and good digestion—both can easily be obtained by using

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They are a reliable remedy for the cure of
BILIOUSNESS, LASSITUDE, POOR APPETITE, IMPAIRED DIGESTION, COSTIVENESS, WIND & PAINS IN THE STOMACH, DISCOMFORT AFTER MEALS,
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They cleanse the system, give tone to the digestive organs, and will, if taken according to directions, restore you to sound and vigorous health.

BEECHAM'S PILLS are especially suitable for Females of all ages.
Sold in every Dispensary, and by all the leading Grocers.
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Science and Art go hand-in-hand making Welsbach not only the most efficient, but the most elegant light.

Welsbach

GLOBES FOR UPRIGHT BURNERS GLOBES FOR INVERTED BURNERS

GLOBES AND FITTINGS.

For household lighting Welsbach have the largest selection of artistic globes and gas-fittings; clear globes, opal globes, frosted globes in every shape and design, with effects in Brown, Blue, Pink, Orange Citron, Lemon, etc.

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FOR DEMAND DRAFTS ON HOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
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NATURAL APERIENT WATER.
Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the Constipated, and the Obese.
GOLD MEDAL, St. Louis, 1904.
DOSE—A Wineglassful in the morning before Breakfast.

SHIPPING.

ARRIVALS.

BANGKOK, German str., 1237, E. Klimmet, 5th April—Bangkok 26th March, General—Butterfield & Swire.

BUSSET DE LAER, British str., 2788, Alexander Gow, 6th April—Mojoi 31st March, Coal—Arnold, Karberg & Co.

EXPRESS OF JAPAN, British str., 3039, H. Pybus, 6th April—Vancouver 18th March, and Shanghai 4th April, Mail and General—Canadian Pacific Railway Co.

FUME, German str., 835, R. Wegner, 5th April—Touareg 2nd April, General—Sander, Wierle & Co.

POORANG, British str., 1987, A. Mitchell, 6th April—Mojoi and Japan ports 1st April, General—Jardine, Matheson & Co.

HONGKONG, French str., 735, A. Cornelissen, 5th April—Haiphong and Hoihow 4th April—Bigs and General—A. R. Marly.

KITA MARU, Japanese str., 1617, R. H. 6th April—Mojoi 31st March, Coal—Mitsui Bussan Kaisha.

KIUKIANG, British str., 1927, H. A. Wray, 4th April—Shanghai 1st April, General—Butterfield & Swire.

KWANOTAH, Chinese str., 1336, Wm. H. Lunt, 4th April—Shanghai 1st April, General—Chinese.

LEVANTO, Italian str., 2872, Belaito, 5th April—Singapore 30th March, General—Carlson & Co.

NEMITE, Dutch str., 1453, Westers, 5th April—Swatow 3rd April, Ballast—Sino-Petroleum Co.

PARKINS, British str., 2395, G. Rodway, 6th April—Yokohama 24th March and Shanghai 2nd April, General—Butterfield & Swire.

RUBI, British str., 1649, R. W. Almond, 6th April—Manila 4th April, General—Shewan, Tomes & Co.

TELMACHUS, British str., 1340, J. Williamson, 5th April—Saigon 1st April, General—Chinese.

TOONAN, Chinese str., 942, A. Crawford, 6th April—Shanghai 4th April, General—Chinese.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE, 6th April.

Achilles, British str., for Shanghai.

Loosch, British str., for Shanghai.

Loosch, German str., for Swatow.

Mothide, German str., for Haiphong.

Ner te, Dutch str., for Shanghai.

Peking, British str., for Singapore.

Wray Castle, British str., for Manila.

DEPARTURES.

MANDOUR, Russian cruiser, for Canton, 5th April.

KIUKIANG, British str., for Canton, 5th April.

KWANGIANG, Chinese str., for Canton, 5th April.

CHENGKANG, British str., for Singapore, 5th April.

D'ENTRECASTAUX, Fr. cruiser, for Shanghai, 5th April.

SILBIA, German str., for Shanghai, 5th April.

SHIPPING REPORTS.

The British str. Telmachus reports: Light various wind and smooth sea, fine clear weather throughout.

VESSELS IN DOCK.

ABERDEEN DOCKS.—April 6th.

Kowloon Dock—Nail Maled, Sorogon Quark, H.M.S. Hardy, H.M.S. Moorhen, Nansing, Haimun.

COSMOPOLITAN DOCKS.—America Maru.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING."

Captain A. E. Gaultier, will be despatched for the above ports TO-DAY, the 7th inst., at 2 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 2nd April, 1908. 606

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING."

Capt. A. E. Hodgins, will be despatched for the above ports on FRIDAY, the 10th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers.

Hongkong, 6th April, 1908. 670

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR NAPLES AND GENOA.

(without transshipment in Bombay), VIA SINGAPORE, PENANG AND BOMBAY.

(Taking Cargo at Conference Rates less 2/6 and Usual Rebates.)

Having connection with Company's Mail Steamers to Messina and Lefonora also YENICIE and TRIESTE, all MEDITERANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "LEVANTO."

Captain Felicio, will be despatched as above on SATURDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 7th April, 1908. 4

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship "TUDOR PRINCE."

Capt. Macdougall, will be despatched for the above Port on or about TUESDAY, the 21st April.

For Freight apply to ARNOLD KARBURG & Co., Agents.

Hongkong, 12th March, 1908. 523

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	MALTA	Brit. str.	C. H. S. Toque	P. & O. S. N. Co.	On 18th inst., at Noon.
HAYRE, ROTTERDAM & HAMBURG & C.	BELOGRADIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINE	On 9th inst.
HAYRE & HAMBURG VIA STRAITS & C.	LIBERIA	Ger. str.	K. Weber	HAMBURG-AMERICA LINE	On 21st inst.
HAYRE, LONDON & ANTWERP VIA SUEZ CANAL	GLIENHRET	Brit. str.	Bable	MOOREBROS. & GOW	On 26th inst.
HAYRE & HAMBURG VIA STRAITS & C.	SILBIA	Ger. str.	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
HAYRE & HAMBURG VIA STRAITS & C.	TRANQUEBAR	Ger. str.	Lancelotti	HAMBURG-AMERICA LINE	On 24th May.
MADEIRAS, HAYRE & COPENHAGEN	TOURANE	Fr. str.	G. W. Gordon	MESSAGERIES MARITIMES	On 13th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	BORNEO	Brit. str.	Miller	P. & O. S. N. Co.	On 14th inst., at 1 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	SAMBIA	Ger. str.	C. H. Butler	HAMBURG-AMERICA LINE	About 8th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	TAMBA MARU	Jap. str.	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 12th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	IPABA MARU	Jap. str.	G. Roth	NIPPON YUSEN KAISHA	On 16th inst., at D'light
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	PRINCESS ALICE	Ger. str.	Beldio	MELCHERS & CO.	On 29th inst., at D'light
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	LEVANTO	Ital. str.	G. Bartolo	CARLOWITZ & Co.	On 11th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	PERSTA	Aust. str.	Macdougall	SANDER, WIERLE & Co.	About 31st inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	TUOIR PRINCE	Am. str.	N. Mathieson	DOODWELL & CO., LTD.	To-day.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	WHY CASTLE	Brit. str.	W. P. Baker	CANADIAN PACIFIC R. CO.	On 9th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	H. A. Wall	ANADIAN PACIFIC R. CO.	On 22nd inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	J. Nagao	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	K. Kawara	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	Cowley	DOODWELL & CO., LTD.	On 14th May.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	D. Mori	TOYO KISEN KAISHA	Quick despatch.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	T. L. Harrison	CHINA COMMERCIAL S.S. CO.	On 2nd May, at 5 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	G. W. Eidy	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	W. von Seiden	MELCHERS & CO.	On 21st inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	P. T. Holmes	GIBB, LIVINGSTON & Co.	On 23rd inst., at 5 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Ohno	NIPPON YUSEN KAISHA	On 15th May, at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	W. B. Brown	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	About 5th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	About 11th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 11th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 13th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	About 13th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 14th inst., at 10 A.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	About 16th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 20th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 1st May, at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 11th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst., at 10 A.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 11th inst., at 9 A.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 8th inst.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	On 10th inst., at 3 P.M.
MADEIRAS, LONDON & ANTWERP VIA SINGAPORE & C.	EMERALD OF INDIA	Brit. str.	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

WE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 days each, the Pacific is the "EXPRESS LINE," Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER. 13 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	THURSDAY, 9th April	27th April
"MONTEAGLE" 8,163	WEDNESDAY, 22nd April	16th May
"EMPERESS OF JAPAN" 6,000	THURSDAY, 7th May	25th May
"GLENFARG" 3,700	WEDNESDAY, 20th May	18th June
"EMPERESS OF CHINA" 6,000	THURSDAY, 4th June	22nd June
"LENNOX" 3,700	WEDNESDAY, 17th June	18th July

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

S.S. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blakeio

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARD CLASS EXPERT. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	ROUTE	SAILING DATE
RUBI	2540	R. W. Almond	Manila via Amoy	On 10th April, 4 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 18th April, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 19th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
* KUMERIC	6,332	Cowley	On 14th May
* SHAMUT	6,616	E. V. Roberts	On 30th May
* TREMONT	6,606	T. W. Garlick	On 19th June

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw S.S. "SHAMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures spaciousness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DOODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 19th March, 1908.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION "STEAMERS" DATE OF SAILING.

MARSEILLES, HAYRE, "TRANQUEBAR" On 13th April.

& COPENHAGEN "CANTON" On 20th April.

SHANGHAI YOKOHAMA & KOBE

For Further Particulars, apply to MELOHRS & CO., AGENTS.

Hongkong, 7th April, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO and PORT SAID	BORNEO	About 8th April	Freight and Passage.
SHANGHAI, KOBE, JAPAN and YOKOHAMA	Capt. G. W. Gordon, R.N.R.	About 11th April	Freight and Passage.
SHANGHAI	OCEANA	About 16th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Capt. C. H. S. Toogus	Noon, 18th April	See Special Advertisement.

For further Particulars, apply to—
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 6th April, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SHANGHAI, SINGAPORE, PENANG, COLOMBO, and PORT SAID	"TEAN"	On 7th April, 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"KIUKIANG"	On 9th April, 4 P.M.
HOIHOW, and HAIPHONG	"PAOTING"	On 9th April, 4 P.M.
MANILA, ZAMBANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"KAIFONG"	On 11th April, 4 P.M.
	"SINGAN"	On 11th April, 9 A.M.
	"CHANGSHA"	On 21st April, 4 P.M.
KOBE	"CHINGTU"	On 28th April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th April 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI VIA SWATOW, AND AMOY	"DAIJIN MARU" Capt. I. Sakurai	SUNDAY, 12th April, at 10 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. M. Nishino	TUESDAY, 14th April, at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1908. T. ARIMA, Manager. 13

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 11th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. DELGRAVIA ... 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 13th April	FOR MARSEILLES, BREMEN & HAMBURG: S.S. SAMBIA ... 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SEGOVIA ... 14th April	FOR HAVRE & HAMBURG: S.S. LIBERIA ... 21st April
	FOR HAVRE & HAMBURG: S.S. SILESIA ... 10th May
	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th April, 1908.

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINCESS ALICE" Capt. G. Roth	Wedday, — 8th April, at Noon.
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"YOROK" Capt. J. Randerhans	About Wed-day 8th April.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Sander	Thursday, 23rd April, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Smeill	Middle of April.

For further Particulars, apply to—
NORDDEUTSCHER LLOYD
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 4th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"KWONGSANG"	Wedday, 8th April, Noon.
† SINGAPORE, PENANG & CALCUTTA	"CHEONGSHING"	Wedday, 8th April, Noon.
† MANILA	"FOOKSANG"	Friday, 10th April, 3 P.M.
† MANILA	"LOONGSANG"	Friday, 10th April, 4 P.M.
† SH'HAU, YOKOHAMA, Kobe, Moji	"YUENSANG"	Friday, 17th April, 4 P.M.
† SH'HAU, YOKOHAMA, Kobe, Moji	"KUTSANG"	Friday, 1st May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cebu, Tientsin and Newchwang.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
Hongkong, 7th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Verron	About 13th April
MARSEILLES, VIA PORTS	"TOURANE" Capt. Lancelin	On 14th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Sellier	On 27th April, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIO" Capt. Guionnet	On 28th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

J. MILLET,
Agent,
Queen's Building.
Hongkong, 7th April, 1908.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6184	WED'DAY, 15th April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	INABA MARU, Tons 6189 Capt. Wm. Balbridge TOSA MARU, Tons 5823 Capt. J. Nagao SHINANO MARU Capt. K. Kawa, Tons 5388	WED'DAY, 29th April, at Daylight. TUESDAY, 14th April, at 4 P.M. TUESDAY, 23rd April, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. T. L. Harrison, Tons 5339	FRIDAY, 17th April, at Noon.
BOMBAY via SINGAPORE, COLOMBO and SENGHAI, MOJI, and KOBÉ	KUMANO MARU Capt. N. Matheson, Tons 5076 † TAKASAKI MARU Capt. A. Mocker, Tons 4746 † KAGESHIMA MARU Capt. T. Arakawa, Tons 468	WED'DAY, 8th April SUNDAY, 12th April WED'DAY, 15th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. N. Matheson, Tons 5076 Capt. N. Ohno, Tons 6169	FRIDAY, 15th May, at Noon. WED'DAY, 18th April, at Daylight.

† Calling at Shizuoka.
† Calling at Yokohama.
† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 7th April, 1908. T. KUSUMOTO,
MANAGER. 356

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BERNALDER,"
FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whences and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd April, 1908. 662

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mongolia.
From Persian Gulf ex B.I.S.N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 2nd April, 1908. 1

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"LANGBANK,"
Captain Bent, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd April, 1908. 664

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SILEBIA,"
Captain Bahr, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th April, 1908. 665

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

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DODWELL & CO., LIMITED
(General Agents for China and Japan)
Hongkong, 4th August, 1898.

NOTICE TO KOWLOON RESIDENTS

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Hongkong, 22nd December, 1903.

SHIPPING IN PORT.

STEAMERS.
ACHILLES, British str., 4,484, R. C. Thompson, 5th April—Liverpool 22nd February, and Singapore 31st Mar., General—Butterfield & Swire.
AEOLUS, American str., 338, Enrique Carver, 18th March—Manila 9th March via Doornik 15th; Sugar—Moxon & Co.
AMERICA MARU, Japanese str., 3,460, Philip H. Going, 3rd April—San Francisco via Manila 1st April, Mails and General—Toyo Kisen Kaisha.
AMIGO, German str., 822, Franzen, 5th April—Hainburg April 1st, and Hainburg 14th, Rice and General—Jensen & Co.
CHATHAM, British str., 2,316, A. J. Duff, 19th March—Saigon 16th March, General—Doddwell & Co.
CHONGSHING, British str., 1,256, F. Wheeler, 31st March—Tientsin 24th March, General—Jardine, Matheson & Co.
CHINOTU, British str., 1,459, W. B. Brown, 4th April—Australia via Manila 1st April, General—Butterfield & Swire.
CHUYEN, Chinese str., 1,178, C. Stewart, 30th March—Shanghai 27th March, General—Chinese.
CHOISING, German str., 1,021, F. Backing, 2nd April—Bangkok 24th March, Rice and Wood—Butterfield & Swire.
DERWENT, British str., 1,652, J. Jenkins, 23rd March—Saigon 18th March, Rice and General—Chinese.
DUFFERIN, British troopship, 3,668, Comdr. T. A. L. de Berry, 3rd April—fr m Karachi and Singapore.
EMPRESS OF INDIA, British str., 3,032, E. Backing, 24th March—Vancouver 18th Feb and Shanghai 24th March, Mails and General—Canadian Pacific Railway Co.
FUKURA MARU, Japanese str., 1,946, H. Sakamoto, 3rd April—Moji 28th March, Coal—Mitsui Bishi Kaisha.
GHAEZE, British str., 3,125, D. A. Cave, 4th April—Singapore 30th March, General—Doddwell & Co.
GREENFANG, British str., 2,356, Holman, 20th March—Bangkok 13th March, Rice—McGregor Bros. & Gow.
HAIKUN, British str., 636, A. J. Robson, 3rd April—Fookien 31st March, Amoy April 1st, and Swatow 2nd, General—Douglas, Laprak & Co.
HOLSTEIN, German str., 1,103, A. Nisjahar, 27th March—Tientsin 24th March, General and Coal—Jensen & Co.
JOSHIN MARU, Japanese str., 702, H. S. Smith, 3rd April—Tamsui via Amoy and Swatow 2nd April, General—Osaka Shosen Kaisha.
KWONGSANG, British str., 1,427, W. Palmer-Baker, 2nd April—Shanghai March 29th, and Swatow 1st April, General—Jardine, Matheson & Co.
LANGBANK, British str., 2,966, W. J. Runt, 3rd April—Rotterdam, Antwerp and Hamburg via Ports 8th Feb, General—Hainburg—America Linie.
LIGHTNING, British str., 3,006, A. E. Gentles, 24th March—Calcutta via Straits March 8th, and Singapore 18th, General—David Sassoon & Co.
LOO SOX, German str., 1,020, G. Schultzen, 2nd April—Bangkok 21st March, and Swatow 1st April, Rice & Wood—Chinese.
LYDIA, German str., 1,772, C. Meyer, 29th March—Wohn 25th March, Rice, &c.—Hainburg—America Linie.
MATHILDE, German str., 831, A. P. Uldrup, 3rd April—Haiphong and Hainburg 2nd April, General and Pigs—Jensen & Co.
MERAPI, Dutch str., 1,597, E. Uldall, 1st April—Singapore 24th Mar., General—Chinese.
MINNESOTA, American str., 1,323, Charles Austin, 1st April—Seattle via Ports 2nd March, General—Great Northern S.S. Co.
MORAGAKI, British str., 3,553, W. Davison, 31st March—Vancouver March 5th, and Shanghai 28th, General—C. P. & Co.
NEUMERLIN, German str., 1,940, M. Fischer, 29th March—Moji 23rd March, Coal—Jensen & Co.
NORDISKE, Danish cable str., 831, H. G. A. Petersen, 9th March—Shanghai 5th March, —G. N. S.S. Co., Ltd.
OSCAR II, Norwegian str., 1,999, A. Kjas, 2nd April—Bangkok 23rd March, Rice—Vallem & Co.
PARKAT, German str., 1,018, J. Wenzel, 31st March—Bangkok 24th March, Rice and Timber—Butterfield & Swire.
PERSIA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour—O. & O. S. S. Co.
PETCHABURI, German str., 2,100, C. Wolff, 3rd April—Bangkok and Kohchang 27th March, Rice and Wood—Norddeutscher Lloyd.
PROMETHEUS, British str., 3,583, G. Moir, 20th March—Singapore 15th March, General—Butterfield & Swire.
PROBUS, Norwegian str., 1,024, Moller, 30th March—Bangkok 22nd March, Rice—Aagaard, Thorsen & Co.
QUANTA, German str., 1,145, H. Madsen, 16th March—Paravon 4th March, Sugar—Java-China-Japan Lija.
SEKTA, German str., 892, Desler, 3rd April—Saigon 30th March, Rice—Stemson & Co.
SHAKANO MARU, Japanese str., 1,064, Sugii, 2nd April—Moji 26th March, Coal—Ataka & Co.
SPIR, Norwegian str., 780, Horn, 28th March—Bangkok 15th March, Rice—Wallem & Co.
STANDARD, Norwegian str., 894, H. N. Ball, 1st April—Saigon 27th March, Rice and Cotton—Wallem & Co.
TEAN, British str., 1,834, Outerbridge, 3rd April—Manila 31st March, General—Butterfield & Swire.
TOKA MARU, Japanese str., 3,610, J. Nagao, 5th April—Seattle 3rd March, via Shanghai 2nd April, Flour—Nippon Yusen Kaisha.

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